DeLoreanWorld

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CLEVELAND ROCKS • BIG SUR • STORY OF SUCCESS PT.2

Road to Rio!

DeLorean Expo 2000 / November 9–12 at the Rio in Las Vegas

DeLoreanWorld

DeLorean World, Volume 17, Number 3; Summer 2000

ON THE COVER

"Next for takeoff!" This photo was taken by Ronald Ferguson of Goleta, California. The larger winged fighter is a mothballed, but otherwise complete, F4 Phantom the Navy loaned to the Museum of Flight, located at Santa Maria Airport in California. The smaller fighter is a DeLorean belonging to Milton Ferguson (whose owner share is greater than his son Ron's). The photo opportunity was too good to pass up while attending the "North Meets South 2000" event of the Paradise All British Car Club, held in April (read more in this issue). Gratitude goes to the volunteer docents of the museum who helped Ron perfectly align both airframes.

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CLASSIFIED

PRESIDENT'S MESSAGE

By Linda Porter

Spring and summer seem to bring out the car show enthusiasts. Makes sense ... who wants to look at or display their four wheeled pride and joy in the rain or snow. From all reports I've heard and read, Ken Koncelik's DeLorean Car Show in Cleveland, Ohio was a rousing success. I was unable to attend the show this year, but having had the pleasure of going to his show in Cincinnati in 1998, I'm sure this event was memorable. Many Association members were in attendance, and I know how much they enjoy a good DeLorean gathering.

One car show I was able to attend was held in Central California. Julie Johnson, a new board member from Ventura, CA, reports on the show and the "show" the DeLoreans made. I, for one, loved the chance to attend a car show weekend without having to worry about anything more than if I had enough gas in the gas tank or what to wear to the banquet. I had fun.

Not far from the site of this aforementioned car show, is the area of this issue's DeLorean Getaway Weekend. David Knudson tells us of the Big Sur region and even quotes a Kingston Trio song. Wow ... I even knew which song he was talking about. (All the really young members are asking about now, "Who's the Kingston Trio?")

You'll meet several members from around the world in this issue. All have interesting tales to tell of their acquisitions and the "lengths" they were willing to go to become owners of these handsome cars. Association board member Don Sigler tells us of the time he started to buy a pickup truck and ... well, read his article. David Knudson fills us in on "Who's Who" in the person of Mike Hanley of California. Mike is an enthusiastic DeLorean owner who gets a lot of enjoyment from displaying his DeLorean at car shows. I know ... I was parked next to him at the car show in Santa Maria!

If you were at Oktoberfest Expo '99 in St. Louis, you probably met Mary Hooper from Hertfordshire, England. She gives us a brief history of their RHD DeLorean. She and her husband Michael, were lucky to buy their car from someone who kept meticulous records. I hope to have a chance to see them again in Belfast next year.

If you read the first installment of Evan A. Endicott's "The DeLorean Motor Company: A Story of Success" that ran in the last issue of DeLorean World, you'll not want to miss Part Two. I enjoyed reading it and hope he got a good grade in the class.

Road to Rio Expo 2000 isn't that far off. Invitations should be arriving any day and some people have already made reservations to attend the meeting in Las Vegas. This year we will be driving the cars more than usual ... a good reason to keep them out of winter storage until after the second weekend in November.

CALENDAR OF FUTURE **CAR EVENTS**

Do you know of any events that are not sponsored by the DeLorean Owners Association but may be of interest to DeLorean owners? To inform our readers about shows, meets or places of interest to DeLorean owners, we present this events calendar. Please submit the following information for each event:

Location *(state, city/town, place)*
Date *(three or more months ahead of time you receive each issue)*
Name, address and telephone number *(for further information)*

Hold the notice size to 30-40 words
Send to: Hank Breer, 1946 N. Harding Ave., Altadena, CA 91001

SEPTEMBER

1-3
Kansas City, MO — **19th Kansas City All British Car & Cycle Meet.** (913) 492-8983

2-3
Portland, OR — **All British Field Meet** (503) 504-ABFM

3
Buffalo, NY — **Autumn Sports Car Classic** (716) 873-6873

8-10
South Lake Tahoe, CA — **Hwy 50 Round-Up** (530) 541-4940.

9
Cloverdale, CA — **7th Street Celebration.** (707) 894-4470

9-10
Palo Alto, CA — **Palo Alto British Car Meet.** (310) 392-6605

10
Des Plaines, IL — **British Car Festival** (630) 773-4806

10
Sterling Heights, MI — **Battle of the Brits** (810) 979-4875

10
Manchester, CT — **20th British Motorcar Gathering** (860) 482-8876

14-17
Charlotte, NC — **Charlotte AutoFair 2000** (704) 841-1990

15-17
Bennington, VT — **34th Antique & Classic Car Show** (802) 447-3311

16
Bennington, VT — **Hemmings Motor News Open House** (800) 227-4373

16
Whitter, CA — **LA Sheriff's Annual Car Show** (626) 798-6279

16
Gridley, CA — **Classic Summer Cruise** (530) 846-3142

17
Chico, CA — **22nd Concours d'Elegance** (530) 345-6701

17
Chesterland, OH — **Alpine Valley British Car Show** (330) 854-5502

17
Westminster, CA — **2nd Westminster HS Lion's Classic Car Show** (562) 596-1400

17
Erie, PA — **All British Car Gathering** (814) 899-7061

22-24
Monterey, CA — **Cherry's Jubilee** (831) 759-1836

22-24
LaCrosse, WI — **Midwest Fest** (715) 425-2580

23
Saratoga, NY — **Northeast Sport and Classic** (518) 864-5361 or e-mail MDJAG23@aol.com

23
Fresno, CA — **Very British Car & Motorcycle Meet** (559) 439-5062

24
Van Nuys, CA — **Greater Los Angeles British Car Meet** (310) 392-6605

24
San Juan Capistrano, CA — **18th Newport Beach Concours d'Elegance** (562) 592-1727

24
Bethlehem, CT — **British Madness** (860) 350-MADD

24
Richmond, VA — **Richmond British Car Show** (804) 264-8551

24
Glendale, CA — **7th Glendale Elks Car Show** (818) 242-2105

24
Van Nuys, CA — **2nd Van Nuys Blvd. Auto Row Millennium Car Show** (818) 759-1940

29-1
Indianapolis, IN — **Indy British Motor Days** (317) 887-3867

29-1
Alamogordo, NM — **Rio Grande Regional Rendezvous** British Car Meet Info: Kevin (505) 345-4207

30-1
Santa Monica, CA — **Battle of Britain 2000** Moss Motors (805) 681-3400

30
Topping, VA — **Wings and Wheels 2000** (804) 776-6115

30
Santa Barbara, CA — **"Wheels and Waves"** (805) 967-8778

30-1
Paso Robles, CA — **"Tribute to James Dean"** (909) 488-0413

OCTOBER

1
Los Angeles, CA — **Cops for Tots 2000** (213) 236-9254 or www.lapdonline.org

1
Bonsall, CA — **San Diego British Car Days** (760) 746-9028

1
Bertram, TX — **Mac's Pack Back Roads Tour 2000** (512) 355-3618

4-8
Bay St. Louis, Biloxi, D'Iberville, Gulfport & Long Beach, MS — **Burnin' Up the Beach** (888) 388-1006

5-8
Las Vegas, NV — **"Las Vegas Super Run"** (702) 739-0045

5
Fairhope, AL – **Driving the Past into The Future 2000** (334) 626-6289

7
San Francisco, CA — **Rod, Custom & Classic Car Show** (415) 566-9562

7-8
Riverside, CA — **Car Show & Street Race for Charity/Show & Go 2000** (909) 683-0230

8
The Netherlands — **Autumn Rally** (024) 323-91-78

8
Memphis, TN — **17th British Car Fest** (800) 344-9683

14
Lemoore, CA — **13th Cars in the Park** (559) 924-6401

14
Placentia, CA — **Heritage Days Car Show** (714) 993-8232

14
Sierra Vista, AZ — **"Cars in the Park"** (520) 378-3096

14-15
San Juan Bautista, CA — **California Autumn Classic** (831) 722-3253

15
Middleburg, VA — **Hunt Country Classic** (703) 768-1706

15
Arcadia, CA — **15th Hot Rod and Sports Car Show at Santa Anita** (818) 842-KING

21
Tampa, FL — **14th All British Field Meet** (813) 867-7129

21
Tucson, AZ — **Classic Car Show** (520) 790-8937

27-28
Florence, AL — **Brits at the Renaissance Faire** (256) 766-9889

29
Anaheim Hills, CA — **Great Pumpkin Navigational Rally** (714) 633-6338

NOVEMBER

9-12
Las Vegas, NV — **DELOREAN OWNERS ASSOCIATION Expo 2000 "ROAD TO RIO"** at the Rio Hotel and Casino. Tech talks, drives, products fair, banquets, shows and camaraderie. (805) 964-5296

10
Charleston, SC — **Fall Flashback Rallye** (843) 766-9226

11-12
Pleasanton, CA — **Autumn Get-Together** (925) 838-9876

18
Simi Valley, CA — **Cornerstone Car Show** (805) 584-6885

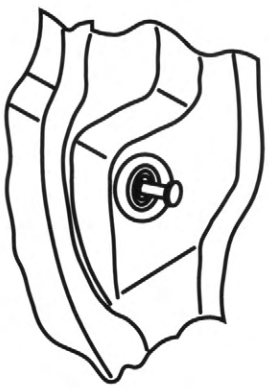
SAVE THE DATE

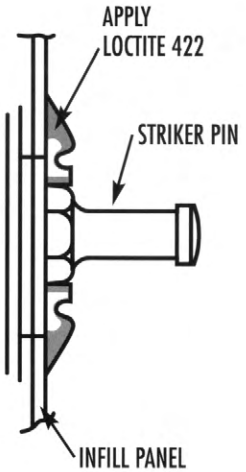
DECEMBER 2
Palm Springs, CA — **Festival Of Lights Parade** Contact Mimi Breer (626) 798-6279

MAY 24-27, 2001
Belfast, Northern Ireland — **EuroExpo 2001** The European DeLorean event. For further information call 1-23-261-1780 or e-mail roblamrock@aol.com

DeLorean service bulletin #58

DELOREAN WORLD has obtained most of the early service bulletins issued by the factory but never published. Many of these reference the VIN number before or after which the subject of the bulletin applies. We will publish this series over several issues believing that this is an important part of the car's history and is also a service to those who service the cars and are unaware of these factory documents.





SUBJECT: **STRIKER PIN GROMMET. PART NUMBER 110728**

ACTION: **Fitting Instructions**

1. Clean infill panels around area of striker pin with Methyl Chloride to remove all traces of dirt and oil.
2. Wipe back face of grommet clean to remove all traces of chalk and dust.
3. Apply thin even coating of "Loctite" 422 around rim of grommet.
4. Carefully place grommet over striker pin taking care not to smear Loctite onto surfaces of infill. Press fully home in position and apply pressure for approximately 20 seconds until Loctite bonds.
5. NOTE: Grommet should be positioned so that outer edge does not protrude over outer radiused edge of infull panel. (Convolsion in grommet permits displacement of centre location relative to outer periphery is cases where striker pin is in extreme position).

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ARS

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New Gift Ideas for the DeLorean Enthusiast

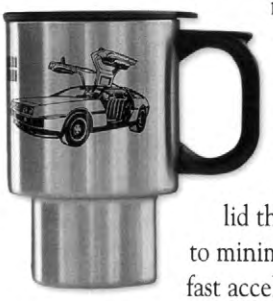
Association Long Sleeve Denim Shirt

This is a very high quality shirt at an exceptional value. It has a generous fit in the latest style. The distinctive black, silver and red DeLorean Owners Association logo is embroidered on 100% mid-weight denim. The shirt is double needle stitched throughout, includes a patch pocket, button-down collar, horn tone buttons and tuck-in tails. Great for all-weather driving in your DeLorean, or that weekend party with other DeLorean owners and enthusiasts.

(007) S, M, L, XL $34.95; XXL, XXXL $37.95

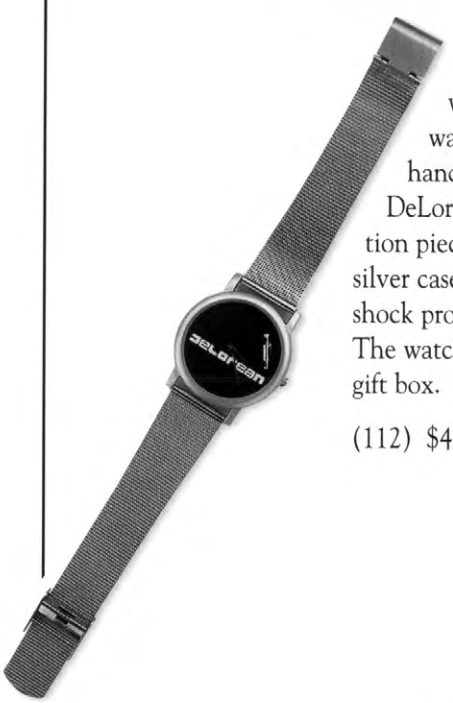
Stainless Steel Mug and Cup

Drink in the same style as your DeLorean with these brushed stainless mugs and cups. Both the mugs and cups are vacuum insulated to keep your favorite beverage either hot or cold on the inside and comfortable to hold on the outside. The 16 ounce travel mug is reduced at the bottom to fit in cup holders in your 'other car'. It features two 'doors up' DeLoreans, and has a black lid that seals to minimize spills during fast accelerations and quick stops.



The 10 ounce cup, which has a single DeLorean and the distinctive nameplate, will look great on your desk, at the table, or in the backyard, and they will tell your guests you simply love DeLoreans.

Travel Mug (109) $19.95
Desk Cup (119) $9.95
Set of 4 Cups (119S4) $36.00
Set of 4 Cups and 1 Mug (120) $52.00
Set of 4 Cups and 2 Mugs (121) $68.00



DeLorean Watch

Here is the watch for the DeLorean enthusiast who has everything else! You may get a bit dizzy watching the shiny DeLorean race around the handsome black-faced dial with the familiar DeLorean nameplate but you'll have a real conversation piece. This sharp SWEDA watch features a matte silver case and a fine mesh band. It is water resistant and shock proof, and comes with a limited life-time warranty. The watch is packed in a nice velvet-lined silver plastic gift box.

(112) $49.95

DeLorean Store

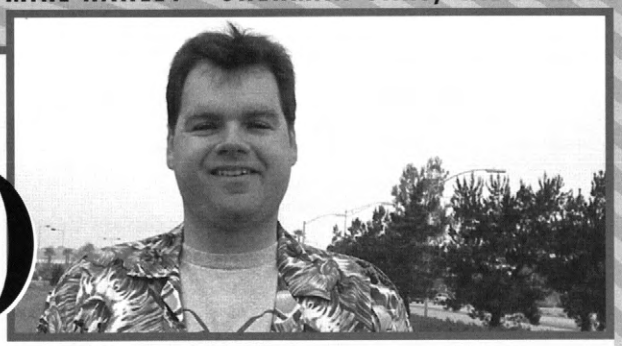
DeLorean Owners Association

1617 Del Valle Avenue, Glendale, CA 91208
Phone/Fax 818-547-3638
Save by ordering on website: www.deloreanstore.com

Add shipping charges listed in main DeLorean Store ad, plus 8.25% sales tax on California orders.

WHO'S WHO

MIKE HANLEY • SHERMAN OAKS, CALIFORNIA



by David Knudson

SPECIAL FEATURE

Chances are, you've seen Mike Hanley's photos and reports in past issues of DeLorean World as he campaigns his car at car shows around California. Like so many DeLorean owners, he is an individualist and he has an interesting story to tell.

Mike was born and raised in Springfield, Illinois – the state capital and the home of Abraham Lincoln for seventeen years.

His first exposure to DeLoreans came when he was about 5 years old. While at the market with his mom one day, he spied what he thinks now was a DeLorean way out in the far end of the parking lot. It was love at first sight.

Each time he returned to the market with her, it was parked in the same spot. He admired it from afar – so much so, he could hardly wait to go back to the store.

As time went by, he searched books and car magazines for anything he could find on the marque. "I almost wore out the library's copy of 'Stainless Steel Illusion' and I was always drawing DeLoreans in class." he recalls.

Mike always wanted to be in the entertainment business, a rock star, an actor, anything. So when on Christmas day 1988, his dad unwrapped a new video camera for the family, Mike had his first chance to experiment with film. He was so enthralled, he spent his high school years shooting and producing public service announcements and commercials for a Springfield cable station. He recalls, "I learned how movies worked, how they got made, and that I wanted to pursue this as a career."

Before graduating high school, he decided he wanted to go to Emerson, the famed film school in Boston. So, he applied, crossed his fingers and was accepted. "Emerson gave me the opportunity to really experience all the areas of film making and for me, it came down to post production," he remembers.

Halfway through college, he got his first closeup look at his dream car while attending a fair in Maine. "They were raffling off a DeLorean. So, I had a chance to really look it over. I bought 20 tickets but didn't win. The owners of the car told me about the DeLorean Owners Association. So when I got back to college, I immediately joined."

Mike graduated with a Bachelor of Fine Arts degree and was the only student to graduate that year who made a thesis film. It was even screened at a theater in Boston.

Well, college was over and, like most Emerson students, he headed West. His first job was with a special effects house that was making 6 foot cockroaches for a movie called "Mimic" starring Mira Sorvino. At first, he thought the work would be glamorous but he found out fast, there was nothing at all glamorous about being on his feet twelve hours a day and inhaling noxious chemicals. So he only stayed two months.

"I re-evaluated what I was doing and decided my real love was editing. So I took a few classes at UCLA to learn the state of the art in computer editing. Two days after I finished the class, I was hired by NBC as a night time Assistant Editor," he said. But shortly after he started, he went home to Springfield for Christmas. Unfortunately, when he got back, he found out NBC didn't need him anymore.

Getting the second editing job proved to be a lot tougher. While sending out resumes, he took a "bill-paying" job at Universal Studios in the Jurassic Park section. He was there nine months and says he didn't get an editing job but made many lasting friends.

By this time, Mike felt he was going nowhere so he decided to give up on Hollywood and return to Boston where his girlfriend lived. He was ready to settle down, so he bought an engagement ring for her. Unfortunately, she wasn't ready.

continued on page 32

WHY DID I BUY A DeLorean?

Don's car at Union Station in Los Angeles.

By Donald Sigler, Studio City, California

I often get asked how it is I have a Delorean. Followed by one of the following questions, where did I get one, why did I get one or are they still being made.

The road to ownership has been a long one. When I was still a child (not just one at heart as I still am), I had a toy car with gullwing doors – since then I have always wanted a car with those gullwing doors. Not being from a wealthy family, the idea of actually owning one was quickly put out of my mind just as quickly as the possibility of owning a Ferrari or a Lamborghini.

Jump forward some years now. I don't really remember any of the advertising for the Delorean at the time of its release. However; since it was 1981, it was during my graduation year from high school. Sometime during the early 1980's I remember competing at a horse show at the LaCanada-Flintridge Riding Club (a financially influential stable) and behind one of the practice arenas near the stable area was this really neat, sharp looking silver car. This was my kind of sports car styling. I didn't know it had gullwing doors or even that it was a Delorean. I just remember thinking that I would never own a car like that.

Forward again now to 1989. This is where, "Why did I get one?", gets interesting. My current car was starting to die and I began to look for a replacement. Since I was riding, training and showing horses in the Olympic sport of Dressage, I thought it would be nice to get something that could pull a horse trailer. So I set out to find a truck or something of the sort. I was looking through the newspapers and ran across some ads for DeLoreans. They were priced lower than the trucks I was looking at so I began to think that maybe I could make a boyhood dream come true.

I began to do some research and at the same time started to answer some ads and do some test driving. The only thing was, there were no Deloreans being advertised that were automatic and I didn't know how to drive manual shifting cars. So, I dragged anyone along that was available at the time (well, someone's opinion I valued and trusted) to test-drive the car(s) for me.

For my first test drive, I was so excited that I couldn't wait and left immediately from the stable with a friend of mine, Julian. He is very tall and barely fit into the Delorean, but a great sport. He liked the car and its handling, just not a car for him due to his height.

My library search turned up the book, "DeLorean, Stainless Steel Illusion" and some auto magazine articles. Which I read thoroughly.

I also did my homework on insurance and thought that this alone would bring my dream to a screeching halt, especially after hearing how nearly impossible it was for Corvette owners to get full coverage at reasonable rates. I was a little worried when my current auto insurer had to call their home office to find out if they could cover the Delorean. When I got the call back I was told that they could carry the Delorean but I had to wait for another call back because the secretary hadn't asked for the rates. I was relieved that I could continue to work on making my dream come true since the auto insurance policy could be full coverage with a $1,000.00 deductible.

Finally, I found an ad for an automatic. It was painted black but advertised to be in good condition. By this time I had pretty much decided to get one that was still the original stainless steel. But I figured it wouldn't hurt to look at it and I could take advantage of the situation and actually drive one. So I grabbed one of my sisters (for a second opinion) and off we went.

continued on page 32

A brief history of a RHD (Vin #12179)

Story and photos by
Mary Hooper, Hertfordshire, England

On 6th February 1983, the following advertisement appeared in 'The Sunday Times' newspaper.

"British Car Auctions, announce a special auction to include 5 DeLorean cars RHD. At Brighouse, Yorkshire on Thursday 10th February, the last DeLoreans in the UK to be auctioned direct from the receiver."

The cars, all manual, were stated as being "offered without reserve and the last DeLorean cars from the official receiver to be sold in Europe."

At this auction, Michael Taylor purchased VIN # 12179. With the car came a letter from two ex DeLorean executives, namely Gerry Castle (ex DMC service) and Roger Jarman (ex DMC supplies) who were offering their help to keep the 'car on the road'. They reminded the purchaser that the car had no factory back-up but they could however offer a technical and parts service.

Mr. Taylor's intention was to register and drive the car in England and use it for promotional work, advertising his own Stainless Steel company. However, he came up against many obstacles as the car was not type approved for use in the UK. After consultation with Gerry Castle, the following modifications were suggested to conform with EEC standards & regulations:

- Front light assembly
- Running lights and flashers
- Complete change of rear lights & rear guard lights & reflectors
- Deletion of red rear repeater lights – wrong colour need to be amber
- Removal of existing door mirrors & replace with other mirrors to give better field of vision
- Change seat belt and seat belt anchorage to 'H' point
- New fuel tank to metal, polypropylene not acceptable
- Fit by pass tube instead of catalytic converter – not acceptable in UK (How things have changed!)

Gerry Castle arranged for this work to be carried out by Wooler-Hodec Ltd. and in July 1983, the car was transported to Andover and the above modifications were made.

At the same time, Gerry Castle organised a solicitor in Belfast to become the 'new' owner who then sought and obtained a Northern Ireland registration document and the number plates SIJ 1079. After registration was complete, it was the intention of Mr. Taylor to apply for a change of ownership and English plates. This did not happen. The Vehicle Licensing Office still refused to register the car, so for many years it was taxed in Northern Ireland. Not until 1991 was it at last registered and taxed in England keeping the same registration plates.

Although the car has a late VIN No., it has an early '81 underbody and a chassis number of 223. It is also fitted with one 'super' early door and one later one. The aerial for the radio is fitted in the front windscreen and the bonnet ('hood') is the '82 flat style. The previous owner was told that the car, partially built, left the assembly line at Dunmurry in '81, to be taken to Wooler-Hodec in Andover, England. Here it was fitted with RHD steering, handbrake and dashboard which included a speedometer marked to 140 mph and a different fuel gauge with the 'unleaded fuel' sign removed. The car was returned to Dunmurry and remained there until falling into the hands of the receivers in '83.

HOW DID WE BECOME ITS PROUD OWNERS?

Our younger son James announced to us in 1996 that he wanted to telephone the DeLorean Owners Club as he wished to see a real DeLorean! From this initial call, James, my husband Michael and I found ourselves visiting Classic Car shows, talking frequently to Dave Howarth (DOC treasurer with a wealth of knowledge), helping at shows and becoming

continued on page 12...

NMS2000S&R

by Julie Johnson, Ventura, California

What DeLorean owner could resist a car show with the theme, "Back From the Future"? Especially, when "DeLoreans encouraged to attend" is written on the invitation. As it turned out, there were 15 DeLoreans in attendance from Northern and Southern California at the North Meets South 2000 Show and Rallye in Santa Maria, California, April 7-9.

My husband, David, and I began our outing on Friday, when we joined other DeLorean owners in the Danish community of Solvang and spent the night.

The next morning was extremely foggy as we motored to the car show. We had nine cars in our caravan and attracted a lot of attention.

Saturday, a full day's activities had been slated: car show in the morning, rallye and lunch for the afternoon, dinner, awards and dance in the evening.

The car show was held in the Santa Maria Airport Regency Hotel parking lot. On display were many MGs, Triumphs, Morris Minors, Jaguars, Austin Healeys, a Morgan, Bentley, Lotus and, our favorite – the Deloreans! We were represented by both northern and southern California owners. This was the most DeLoreans I have seen in one place (besides at DeLorean One).

It was a People's Choice award system. We were all given color coded ballots to vote for 1st and 2nd places. DeLoreans were in their own category. During the show, I overheard one couple trying to decide on which DeLorean they favored. She remarked "But they all look the same!"

DeLorean Owner's Association President, Linda Porter, demonstrated her automated door openers, to my son Trevor's delight. She can open one or both doors with the push of a button. Trevor and Linda paired up for the rallye. Trevor has been bitten by the DeLorean bug and is in the process of acquiring a D of his own.

After 2 hours, we lined up for rallye instructions. This was our first car rallye and I learned several good rules. Rule #1: Read past the first page before starting. Rule #2: Don't follow the DeLorean in front of you, he is lost too! Rule #3: May be a good idea not to rallye with your spouse. (More on this later.)

We took off! We passed another DeLorean whose occupants had pulled over to read instructions. We were on our way. I was asking David which way to go. He replied, "Follow all rules of the road". I followed the DeLorean ahead of us, sure he knew the way (refer to Rule #2). We went for about a mile, David still on the general rules of the first page. The D ahead of us makes a U turn and heads back to where we started. We have only been on this rallye 5 minutes and already we are heading in the wrong direction! Back to the start, David has reached page two now, where the directions really begin. We start again, not following anyone this time. (Of course, they had all left by the time we started over.)

Below: Dave and Ellen Gaura receive the "Best DeLorean" award.

The rallye took us through scenic parts of the Santa Maria Valley, Lompoc and the Santa Ynez Valley. A delicious lunch was offered mid-way through the rallye at Nojoqui Park. At lunch, it became apparent most of the married couples had had several disagreements along the route (refer to Rule #3). We joined into the bickering wholeheartedly.

I learned something else during my first car rallye. On one stretch of road, while looking for something on a rock wall, we would pull over at every rock wall to search for our clue. So did everyone behind me. At one point, I tried an experiment, I just pulled over. So did the six cars behind me. (Refer to Rule #2.)

The rallye continued into Solvang and Santa Ynez, with a stop at one of the local wineries. It was a good thing the winery stop was near the end of the rallye, as we lost a few of the participants at this point.

Back to the hotel for the "Enchantment Under the Sea" dinner/dance and awards. We were greeted by the President of the Paradise MG Club who very graciously thanked the DeLoreans for participating. During the car show, digital pictures had been taken of the cars with their owners. They made a video and showed it during the evening's presentation. Copies were available for sale.

In the DeLorean category, David and Ellen Gaura were awarded first place and a father/son team, Milton and Ron Ferguson took second. One of the MG owners said our group should have been awarded the "Spirit Award" (our group filled 2+ tables and had a VERY GOOD TIME).

The event was very well planned and executed by the Paradise MG Club. Rule #4: get your D out of the garage and enjoy!

A BRIEF HISTORY OF A RHD *continued from page 10*

members of the DOA to attend the 1997 Eurofest in Belfast. There we experienced riding in and driving a DeLorean, but I proclaimed that in no way would I purchase a LHD car to drive on UK roads! Thinking I was safe, as a RHD DeLorean was a rare beast, I happily went along to help at the next Classic Car show and guess what? ... SIJ1079 turned up at the show and was for sale!

It had approximately 12,000 miles on the clock but had not been driven for the previous 3-4 years. After taking advice from Dave Howarth about it's condition and estimated cost to restore, we finally negotiated a fair price and became it's new owners on 28th June 1997. The car came with a wonderful portfolio documenting it's history. (Mike Taylor had kept every letter, leaflet, receipt and items of interest for which we are really grateful.) However, it did need much loving care to improve its mechanical and cosmetic quality. Hopefully this is just what we are slowly giving it!

At the moment there is much controversy surrounding these RHD cars assembled when the factory was in full production. As no two cars are alike, their uniqueness may be down to their first owners' attempts to gain registration as in the case of our car. Modifications, often described as Euro-spec. were also made, before and after purchase, at different establishments so variations have occurred. Some owners did not seek registration, merely placing their cars in storage for the future so no modifications were ever made. Now there is a wide variety of specifications within this small group of RHD cars with arguments as to their being factory built, prototypes or conversions etc.

On a personal note, it does not bother me how they are categorized. I have a comprehensive history of our car, and am under no illusions about its pedigree.

To bring you right up to date on modifications to our DeLorean, we have recently returned part of the car back to what it looked like in 1982. I have never particularly liked the 'Euro-spec' rear lights and in March this year, we decided to ask 'Wyngray Autos' in Liverpool to import from Steve Wynne a set of American rear lights and these have much improved the look of the rear end.

I enjoy driving our car, it always turns heads when I'm out and about and receives much attention and interest when parked. We enjoy meeting and exchanging DeLorean stories with friends within both the Association and the UK DeLorean Owners Club and support all who promote the future of these fun vehicles.

Michael and I hope to be driving VIN # 12179 to Eurofest 2001 and look forward to meeting up with many friends at this event.

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eurofest2001

Plans are well underway for next year's EuroFest 2001 to be held in Belfast, N. Ireland (24th through 27th May).

The DeLorean Owner's Association with the participation of the DeLorean Owner's Club (UK) is hosting a spectacular 20th birthday party in celebration of our famous marque. Cars from all over Europe will be coming back to the factory site in Dunmurry for a final drive around the brilliant test track.

Who knows – there might even be a warranty check by some of the original engineers that built the cars! Apart from a helicopter flight for a bird's eye view of the factory site, there will be conducted tours, technical seminars, a product fair, concours competition, a scenic rallye, prizes, receptions, a banquet, and much, much more. After all, no birthday party would be complete without a few surprises.

The cosmopolitan, international, four-star Europa Hotel in the heart of Belfast offers attractive accommodations and will be our meeting venue. It was the choice of President Clinton during his visit to Belfast.

Full details for registration will be sent out in the coming weeks. So let's all touch the spirit, feel the welcome and, most of all, enjoy the party!

FOR TRAVEL INFORMATION VISIT WWW.GOTOBELFAST.COM

DON'T MISS THE ROAD TO RIO

By Linda Porter

The plans have been finalized for the Expo 2000 "Road to Rio." November 9-11. It promises to be a busy weekend for those attending this event at the Rio All-Suite Casino Resort in Las Vegas, Nevada.

Starting Thursday morning in the reception area of the Rio's Convention Center, attendees will collect their registration packets. While there, many will want to try their hand at a private slot machine tournament that will be set up especially for the DeLorean Owners Association. Two slot machines will be in the reception area all day and anyone can give it a try. Winners will be announced at that evening's Welcoming Reception at the hotel. The reception is being sponsored by DeLorean Motor Center.

Las Vegas is about a lot of things, and entertainment is a big part of the picture. Taking advantage of the location, attendees will have the opportunity to attend the Thursday evening performance of "At the Copa", starring David Cassidy and Sheena Easton.

A popular feature of any DeLorean gathering is the chance to shop for DeLorean items. Friday morning will start bright and early with a Products Fair that will be sponsored by Turbo Manifold.

The Fair will be followed by a chance to drive those DeLoreans. Leaving at noon, the drive will take us out to Lake Mead National Recreation Area for a lake cruise on the paddle wheel boat, "Desert Princess". Lake Mead is one of the largest man-made lakes in the U.S. by volume of water and Hoover Dam is one of the highest concrete dams ever constructed. The 90 minute excursion will include a narration of the area's history and the construction of the dam. If you don't have time to eat lunch before leaving the hotel, the boat has a snack bar and full beverage service.

Back at the hotel, there will be just enough time to rest a bit before joining everyone for DeLorean Motor Company's reception and banquet. More entertainment is in store after dinner. We will board buses for the short ride to the MGM Grand Hotel, where we will view the stage spectacular "EFX" starring Tommy Tune. With a cast of 70 and 450 costume changes, things move right along. My favorite was the production requiring the audience to don 3-D glasses! Haven't seen those in a long time. Some of the special effects cost over a $1,000,000 each, so if you love special effects, this is the show for you!

Saturday it's back to the cars ... it's called "The Road to Rio", remember. On this day, we'll drive through the Red Rock Canyon National Conservation Area on our way to Pahrump Valley Winery where we'll have lunch, taste wine, and take pictures. The last time we were at the winery was in 1991, and if you missed it then, you'll definitely want to make the drive this year. The road has been improved since then, but it's still out in the middle of the desert. The trip will show you a very different and picturesque side to the region. (If you have yearly National Park passes, be sure and bring them with you. There will be admission charged to enter the National Park areas, and the passes will save you money!)

After returning to the Rio Saturday afternoon, join the DeLorean tech experts for P.J. Grady's Technical Seminar. Here's your chance to get those DeLorean questions answered.

Saturday evening is always reserved for the gala reception and banquet. This year is no exception. A sumptuous buffet is planned, followed by an awards program and dancing to a DJ. The evening's sponsor is DeLorean One.

No formal events are planned for Sunday. However, if you reserved tickets to view the "Titanic" exhibit, this would be a perfect time to see this fascinating collection of artifacts brought up from the doomed ship. It will also be a good time to relax at breakfast with your friends and review the weekend while making plans to meet again in 2001.

Part 2

A Story of Success

This is a paper Mr. Endicott wrote for an Irish History class in 1999 during his freshman year at Hamilton college.

By Evan A. Endicott
Hanover, New Hampshire

By the end of May, 1982 the chances of DMC's survival were grim. Additional workers had been laid off so that only around 150 (of the original 2,600) remained. Roughly 30-50 workers, in hopes that the British government would provide more funding to DMC, began a quiet occupation of the factory to protest the impending closure date of May 31 that had been set by the receivers. DeLorean and the receivers worked throughout the spring, summer and early fall of 1982 to attract new investors who would be willing to provide the cash influx necessary to assure survival of the company.

Finally, time ran out.

The tens of millions of dollars needed to rescue the company proved elusive, and on October 19, 1982 the Belfast factory was closed. Mere hours later, John DeLorean was arrested in Los Angeles as a result of an accusation he conspired with two other men — one a U.S. government informant — to traffic 100 kilograms of cocaine in a deal that would have provided DeLorean with $24 million. On both sides of the Atlantic there was tremendous shock; the "DeLorean saga" had been one of many twists and turns but that John DeLorean might turn to narcotics trafficking as a means to save his dying company was truly unexpected even by his family, close friends, and business associates.

An Ohio-based liquidator, Consolidated International, was still owed millions of dollars by DMC for a previous business deal, and therefore took control of DMC's remaining U.S. inventory of 649 cars as well as the parts inventory. Consolidated proceeded to buy the rights to sell the cars that were still in Northern Ireland and then the 1,041 completed DeLoreans and the 53 that were only partially built. The company also had until

January 1, 1983 to decide whether it wanted to acquire a 99-year lease on the Belfast factory. Unfortunately, accountants sent to Northern Ireland by Consolidated's president to determine the feasibility of saving the DeLorean determined that the chances of successfully reorganizing DMC were poor. Consolidated announced that it would not continue to produce DeLoreans, and the last DeLorean came off the line the following day, December 24, 1982. The dream was over.

John DeLorean faced major legal problems, of course, and these came to a head in his 1984 drug conspiracy trial in Los Angeles and his 1986 fraud and racketeering trial (DeLorean was alleged to have embezzled millions of dollars from his company's funds) in Detroit. Both trials resulted in acquittals on all of the numerous charges. Interestingly, an organization that was (and still is) very much a part of the politics of Northern Ireland, the Irish Republican Army, became something of an issue during the drug conspiracy trial. Prosecutors alleged that DeLorean had claimed, in meetings with the other two men who were involved in the drug trafficking scheme, that he had a "very tight relationship" with the IRA and that this organization was providing him with funds to complete the cocaine deal, thereby saving DMC. At his trial, DeLorean tried to distance himself from these statements. Nevertheless, the IRA responded less than enthusiastically and the Irish Republican Publicity Bureau released a statement which vehemently denied any IRA involvement with John DeLorean, December 21, 1982). This statement expressed that: "The Irish Republican Army repudiates in the strongest possible terms that it has or ever had any dealings with John DeLorean".

In fact, the allegation that the British government had hoped to use DMC as a weapon against the IRA was proved nearly 14 years later.

The British newspapers received previously secret minutes from British government discussions about the then-proposed factory. This embarrassing information was released by an American accounting firm, Arthur Andersen — which in 1996 was fighting a lawsuit brought by the British government that the firm allegedly failed to properly audit the DeLorean accounts — after being ordered to produce this evidence by the New York court that was hearing the case.

Roy Mason, who as mentioned above, was British MP for Northern Ireland in 1978 and played a key role in getting government approval for the DeLorean project, is quoted as saying of the DeLorean project: "It would be a hammer blow to the IRA". Whether or not ties actually existed between John DeLorean or DMC and the IRA has never been clearly established.

Regardless of whether there ever was any relationship between John DeLorean or DMC and the IRA, it is curious that religious and political issues had only had a very minor affect on the company and its operations. To the surprise of many, DMC had been spared any real incident related to the "Troubles" until more than two and a half years after the groundbreaking. In May, 1981 rioters enraged by the recent death of hunger striker Bobby Sands fire bombed a small building that was on company property. Fortunately nobody had been injured, though many important and some irreplaceable company records had been lost. The government had, however, compensated DMC for these losses in the amount of $791,000. Though the company had received occasional bomb threats after this incident, thankfully none were ever acted upon.

It seems quite remarkable that there occurred only one incident of note during the company's years of operation. One might have expected that if the IRA were as vehemently opposed to the DeLorean project as it stated during John DeLorean's drug conspiracy trial that the company would have suffered from other incidents of a similar nature. Otherwise, the "Troubles" had made their presence felt infrequently and quietly.

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DELOREAN GETAWAY

Photos and story David Knudson

This Getaway began a little different than the others Mary Lou and I have taken. We had spruced up our silver babe preparing her for competition in the "North Meets South 2000 Back From The Future Car Show and Rally." This long winded title described a Friday and Saturday event sponsored by The Paradise MGs All British Car Club, a very active club headquartered in Santa Maria, California. Of course, how could we stay away from an event with a name like that?!

THE SOUTHERN CALIFORNIA DELOREAN CLUB WAS HEADING UP THE COAST TO IT.

Friday, they had decided to stop for the night in Solvang and have a pre-event party. Then they would drive to Santa Maria early the next morning to attend "NMS2BFTFCSR". So Mary Lou and I decided to tag along. We were looking forward to the weekend because our business is in our home and the walls were closing in on us.

continued on page 24...

The Southern edge of Big Sur.

There is only one thing better than getting away for a weekend, and that's getting away for a weekend in your DeLorean.

If there is a great getaway that you particularly like, write an article about it for other members to enjoy. Today, people are so busy that many of them can only take a weekend off. This tends to mob the popular resorts on Fridays, Saturdays and Sundays. Therefore, we would appreciate articles about unique, yet DeLorean-accessible destinations that many people may not know about. (Make sure you include photos of your DeLorean at points of interest.)

If we choose your article, we'll send you $100.00 to put towards your next getaway.

DELOREAN GETAWAY

continued from page 17...

Entrance to Ragged Point Inn.

Registration building at the Ragged Point Inn.

Working at home is great but working, sleeping and eating in the same place can get a little old.

But why, we rationalized, drive as far as Santa Maria then turn around and come back? There is so much to see and do in the region. For example, another 80 miles north and we could be in some of the most picturesque country in California – the Big Sur. Why not drive up Sunday after the event and come back Monday? The business would keep.

For awesome scenery and serenity, few places can compete with this coastal stretch. It is still wild, very wild - both the shoreline and the forest. Remember the Kingston Trio's song, "South Coast."

"Oh, the South Coast is a wild coast, and lonely;
You may win in the game at Jolon;
But the lion still rules the barranca,
And a man there is always alone."

Even to this day, unwitting motorists and hikers disappear without a trace.

Even to this day, unwitting motorists and hikers disappear without a trace. In fact, a long stretch of Highway 1 had slid into the sea during a recent storm so we had to find out if we could even get to any of the resorts. Big Sur runs between San Simeon on the south up to Carmel on the northern end, and we weren't sure where the slide was.

We have several favorite destinations in Big Sur, and fortunately, we were able to find out that one was south of the huge landslide. It is called Ragged Point Inn. A phone call to the Inn determined that they had a room for us. Since we'd been there last, they told us, they had added a gourmet restaurant to the compound. To us, this was the frosting on the cake (so to speak) because the Inn was many miles from civilization and the food at their hot dog stand was, well, fast.

The British car club put on an exceptional event and their banquet and dance was great fun but we kept thinking about the Big Sur, knowing it wouldn't be long.

Sunday morning the fog was thick in Santa Maria – a real concern knowing we were heading to the coast. But, as it turned out, by the time we got underway, it had cleared up beautifully.

THE DRIVE UP TO BIG SUR IS ANYTHING BUT DULL.

The scenery north, through San Luis Obispo, Morro Bay, Harmony, Cambria and San Simeon, makes for an extremely pleasant drive, and there are plenty of places to stop and snoop.

Before long we were in the town of San Simeon which sits on the shore below William Randolph Hearst's famous castle. If you haven't seen the castle, make sure you do. It is awesome. The world's greatest monument to excess.

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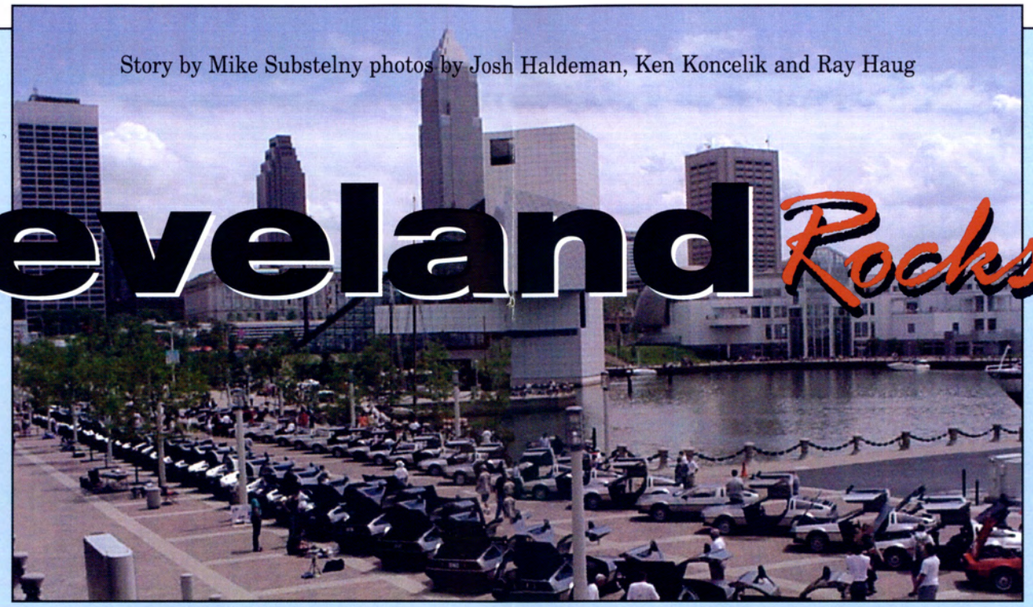
Cleveland Rocks

Story by Mike Substelny photos by Josh Haldeman, Ken Koncelik and Ray Haug



It was June 1998 and I remember it well. The man at the podium had to be exhausted. I felt a pang of sympathy as his voice croaked into the microphone, knowing that behind those John Lennon sunglasses, his bloodshot eyes burned for lack of sleep. The DeLorean Car Show in Cincinnati had been a Herculean task for Ken Koncelik who did most of the work himself. As the show drew to a close I hoped he would give himself a much needed rest.

Somehow, Ken squeezed a few more words of happiness out of his strained voice box. "I am pleased to announce," he said, "that I am going to do another Car Show in two years. But the next show won't be in Cincinnati. It will be held in … Cleveland!"

As the crowd applauded, two thoughts raced through my mind. The first was, Ken is going to put himself through this again? He must be nuts! The second thought was, Alright! A chance to show off Cleveland! My wife Patti gave me a nudge. Clapping with more enthusiasm than anyone else in the hall, she said, "Mike! This will be our chance to show off Cleveland!" Great minds, you know.

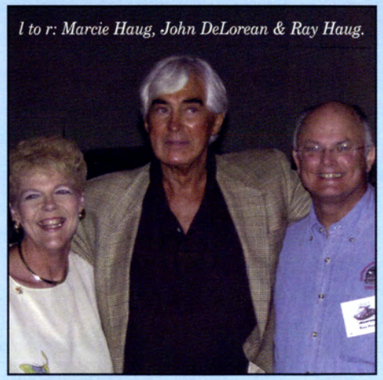
That evening our local group, the DeLorean Club of Ohio, promised Ken that we would help him to make his Cleveland show an event to remember.

PREPARATIONS

Ken had created an unusual style for his show in Cincinnati. His main event was a grand display of all the DeLoreans he could gather in front of the Cincinnati History Museum, one of the most prominent spots in Cincinnati. He tried to get John Z. DeLorean to come, and at one point the Cincinnati show was in Mr. DeLorean's plans. Unfortunately, he was unable to keep his calendar clear for that weekend.

When Ken announced his Cleveland show he had already arranged to display the DeLoreans by the Rock and Roll Hall of Fame, the most conspicuous piece of land between New York and Chicago. Once again he said he would invite John Z. DeLorean. We all crossed our fingers and hoped that he would show up.

By mid 1999, the Car Show had taken shape. Ken arranged space for plenty of DeLoreans, plus two hotels and two banquets. He asked the Ohio group to host something for Thursday night. We wanted to offer people a good look at Cleveland, so we volunteered to take Friday afternoon, too. Ken made no secret of the fact that his goal was to attract a large number of DeLoreans. To help him with that, the DCO wanted to create events that would let people drive and enjoy their cars in Cleveland. We set a realistic timetable for the beginning and ending of both drives, which left us with less than 30 minutes Thursday and six hours Friday. We realized that there was not enough time to see everything, and we would need to make hard choices. We spent all of 1999 considering sights to see and routes to follow around town. Every time we found a way to include an interesting location we let out a little cheer. With creativity and hard work we felt we had put together a pretty nice tour.



l to r: Marcie Haug, John DeLorean & Ray Haug.

Meanwhile, Ken Koncelik was performing his own magic on the show. To attract a lot of DeLoreans, he worked hard to keep the event inexpensive. He made numerous trips from Cincinnati to Cleveland, bargaining with bureaucrats, interviewing caterers, filing papers, and following leads on any bargain he could find. All the while Ken was chasing after some very special attractions for his show. The man is incredible.

OPENING KICKOFF

Even though the Car Show itself was Saturday, Ken invited everyone to come to Cleveland on Thursday so they would have a chance to see a bit of the city. As he requested, the Ohio Club set up a Thursday evening get together in Cleveland's premier entertainment district, the Flats. We planned a drive from the hotel that would help everyone get orientated to downtown Cleveland, and a reception where old and new friends could greet each other.

For the reception, Patti arranged a cocktail party on the top deck of Shooters, a prime location with a nice view and a reputation for fine service. Everything about Shooters was perfect, with a slight drawback: their parking lot is valet only. Patti explained that DeLorean owners can be picky about allowing others to drive their cars, and Shooters was very understanding. For one night, DeLoreans could self-park in their lot.

As Thursday's party started, Patti and I stayed at the Holiday Inn passing out maps and directions. DCO members Wayne and Jill Luoma waited to greet our guests as they arrived at Shooters. The evening was calm and beautiful as our stainless cars gathered in The Flats. The best part of the evening was welcoming our out of town friends to Cleveland in such a nice setting … all the waving, hand shaking, and backslapping of people we had not seen since the DOA Expo in Saint Louis. John DeLorean's nephew Mark was there, a native Clevelander who drove his own beautiful red DeLorean automobile. Guy and Linda Avellon had driven theirs from Illinois, while Ken and Judy Montgomery had flown in from California. Dennis Schliekau and his fiance Sharon came in from Minnesota and James Espey had come all the way from Costa Rica. The party went long into the night, and the question on everyone's lips was: "Will John DeLorean really be here tomorrow?" The thought was very exciting.

THE RALLY AND TOUR

Friday morning came early for us. Gulping coffee, Patti and I gathered our volunteers in the shadow of the Rock & Roll Hall of Fame and prepared for the climax of two years' work: "The Nobody Gets Lost Driving Tour and Rock & Roll Road Rally." My father, Hank Substelny, drove volunteers Tom and Cheryl Wilke out to mark the first leg with colored balloons. Shannon and Jenette Yocom stood in position to direct incoming traffic while Rick and Kathy Myosky passed out the tour itinerary. Patti and I personally launched each car on the Tour. While Patti passed out folders with maps, directions, and rally clues to each navigator, I handed the soundtrack to each driver and explained the balloon code to them. We were in the middle of the city, so we needed to launch the cars about twenty seconds apart to keep them from bunching up and causing a traffic jam. This technique worked perfectly. Most of the cars on the tour were DeLoreans. Some memorable departures were Scott Mueller with his five-year-old son navigating, and Ray and Marcie Haug who drove the tour in a convertible with the top down.

The Tour's first stop was NASA Glenn Research Center, where DeLorean owners marveled at real spacecraft while a cadre of rocket scientists admired the gleaming cars in their parking lot. The second stop was lunch at the 100th Bomb Group, a colorful restaurant with a World War II aviation theme. Thanks to Cheryl Wilke, lunch went off without a hitch. The last stop was the President James A Garfield Memorial, a gorgeous setting where many of us took some wonderful photographs. About half the people who came to the Show took the tour, but Ken Koncelick was not with us. While we drove around Cleveland, he was at the airport, waiting anxiously for John DeLorean's plane. As we dressed for dinner that evening, we all hoped Ken's trip would be worthwhile.

THE CRAWFORD MUSEUM

Any DeLorean owner who is jealous that the Corvette has its own museum in Bowling Green, Kentucky should have seen the Crawford Auto-Aviation Museum that night. As we came through the museum's main doorway, we were flanked by a stainless steel 1936 Ford and a stainless steel 1960 Thunderbird. In the museum's main hall was the first production DeLorean (VIN 500), which stood beside a real gold plated DeLorean, which in turn stood beside Bob Brandys' 97™ DeLorean in its time machine costume. These cars made a very impressive museum display.

When John DeLorean's company went out of business, Jeff Abrams acquired a great deal of historic information and memorabilia from the DeLorean factory, which he donated to the Crawford. Some of these rare items were exhibited that night. I was admiring a tabletop model of the DeLorean factory, wondering if it once stood in John DeLorean's office, when a very tall man walked into the room. Without question, this man was John Z. DeLorean himself!

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Rocks

continued ...

Perhaps it was the excitement of all the DeLorean enthusiasts in the room, but suddenly Mr. DeLorean's presence was tangible. A line formed, and he shook hands, signed autographs, posed for pictures, and chatted happily with each person who came up to him. Everyone who spoke to him came back beaming, and each time John DeLorean's own smile got a little bigger. Everybody was having such a great time that we were almost reluctant to break for the banquet, but eventually an excellent meal was served. After dinner, John DeLorean took the podium. He briefly told the story of the DeLorean automobile, then he told us about his plans to make two new cars in the next few years. He gladly answered audience questions. Kathryn DeLorean, John's daughter, took the microphone and helped Ken conduct a raffle.

SATURDAY CAR SHOW

The climax of the weekend was the Car Show itself. DeLoreans parked in two rows on the East 9th Street Pier, in the heart of downtown Cleveland, just beside the Rock Hall. Just inland of the Pier, vendors hawked their DeLorean parts and memorabilia. Inside the Great Lakes Science Center, renowned technical experts conducted seminars on the care and maintenance of DeLoreans. It was heaven.

The cars on the Pier were a wonderful mix. They lined up for "Millennium", The DeLorean Motor Company Concours. These cars were of the highest quality and included Johnny Carson's DeLorean. Beside them was a marvelous collection of custom DeLoreans, with Gary Hull's "DeLorean Tow Truck," Curtis Bryant's chrome-clad fantasy DeLorean, Dave Colley's gorgeous red DeLorean, and of course Bob Brandys' Time Machine. But the most exciting part of the Car Show was the large number of daily driver DeLoreans proudly displayed on the pier. Although cars came and went throughout the day, at one point I saw about 80 at the same time. Once again, John DeLorean appeared. He marveled at the beautiful cars and at one point posed for television cameras in front of the Brandys Time Machine car. Most of the local television stations sent camera crews, and at least two of them featured the Car Show on their evening news.

Patti and I were judges in the Concours competition, and I spent the day with my head in various engine compartments. Still, I managed to get a sunburn. Contrary to the rumors, we get hot and sunny days on the North Coast, too.

The Awards banquet that evening was a lot of fun. John Yerskey and Bill Winegard won top honors in "Millennium", The DeLorean Motor Company Concours. Their excellent car was exceptionally clean, no easy feat out on a pier. The daily driver competitions were divided by mileage categories, and Raymond Steele got first place in the low mileage division. Travis Graham got the prize for the Rock and Roll Road Rally. About 35 more awards were given out for various accomplishments. The high point of the banquet came when Ken Koncelik took the microphone to thank Kathryn DeLorean for her help in convincing her father to come to Cleveland. Then Ken announced that his next DeLorean show would be held in June, 2002 in Memphis. The venue will be Graceland. Once again, John Z. DeLorean has promised to attend. If he does, he may give Elvis a run for his money. I can hear it already: "Your attention please! John DeLorean has left the building!"

DeLorean Store

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SPECIALS AND NEW ITEMS

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007 **Association Denim Shirt.** Long-sleeve faded blue denim shirt with embroidered Association logo above the pocket. 100% cotton, patch pocket, button-down collar, horn tone buttons. **NEW! S, M, L, XL** **$34.95**
XXL, XXXL **$37.95**

112 **DeLorean Watch.** Sharp black-faced Sweda watch with stainless DeLorean car second hand rotating around the face. Matte silver case and mesh band. **NEW!** **$49.95**

109 **Stainless Steel Travel Mug** with DeLorean car and DMC logo. 16 oz., stainless inside and out, black lid with 'o' ring seal. **$19.95**

119 **Stainless Steel Coffee Cup** with side view of DeLorean and the familiar name logo. The 10 oz. cup is stainless steel inside and out and vacuum insulated with a black handle. **NEW!** **$8.95**
Set of 4 cups **$32.00**

Stainless Steel Cup and Travel Mug Sets
120 4 cups and 1 mug **$50.00**
121 4 cups and 2 mugs **$68.00**

DELOREAN MOTOR CAR ITEMS

101 **15th Anniversary Collector Plate.** Limited Edition numbered plate with DeLorean on the front and inscription about the marque on the back. **Only 2 of 100 remaining** **$50.00**

102 **Henley Sport Shirt.** White cotton 2-button shirt features distinctive DMC logo on front with colorful silk-screened flying DeLorean on back. **L, XL & XXL** **$25.00**

103 **DeLorean Motor Car Mock Turtle Neck Shirt.** New white long sleeve cotton shirt features distinctive DMC logo on front with colorful silk-screened flying DeLorean on back. **M, L, XL & XXL** **$20.00**

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DELOREAN GETAWAY

continued from page 19...

Sebastian's General Store in the town of San Simeon.

Without stopping, we drove on past the Pietra Blancas lighthouse which has probably been in more movies than John Wayne. It even starred in the biggie, "Beast of Pietra Blancas".

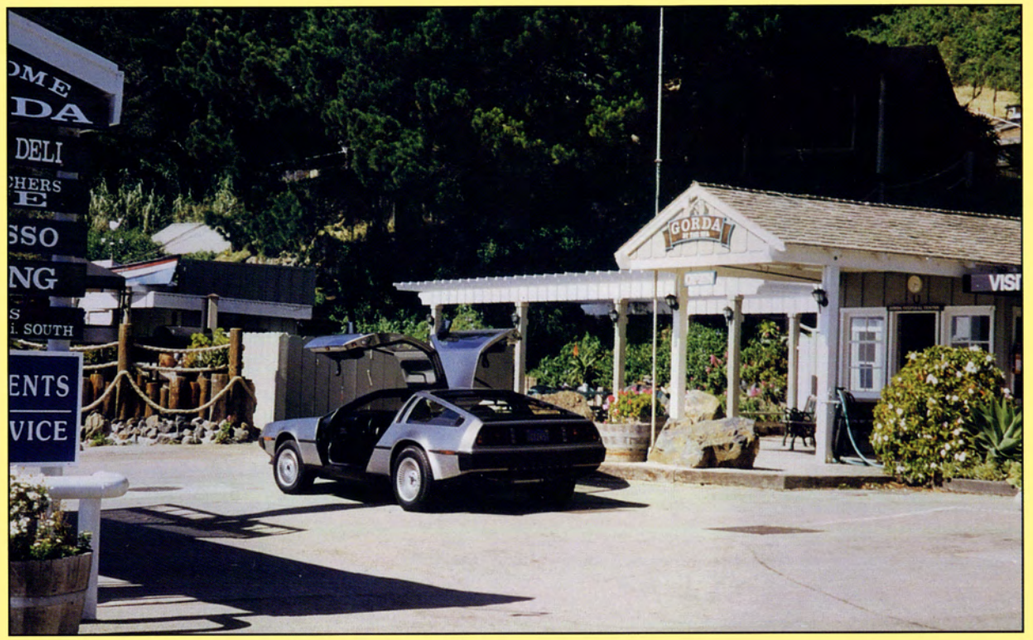
SOON WE ENTERED THE RUGGED BEAUTY OF THE SANTA LUCIA MOUNTAINS.

A few miles further and we were pulling into the picturesque Ragged Point Inn. The Inn is perched overlooking a 350 foot ocean cliff. There are no houses or any buildings whatsoever in either direction and it is truly breathtaking. The facility is not large, there are only 22 rooms, but all offer stunning ocean views.

WE ARRIVED IN THE EARLY AFTERNOON SO WE HAD A CHANCE TO CHECK IN AND THEN DRIVE EVEN FURTHER NORTH FOR A LITTLE EXPLORING.

We ended up in the tiny village of Gorda that was once a booming mining town. Today, it is home to a small collection of resort cabins and a restaurant/general store/gas station. Then, we took our time driving back to Ragged Point, absorbing the exhilarating atmosphere of the region.

That night, we had dinner at the Inn's new architecturally designed, glass restaurant. It is a superb addition that features excellent cuisine as well as a wonderful Big Sur ambiance.



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A Story of Success *continued from page 15*

Absenteeism had increased at times when some workers had gone to the funerals of the hunger strikers, and at other times some had paused for 15-20 minutes of silence in honor of the hunger strikers. Overall, for reasons that may never be completely understood, DMC had been able to maintain a peaceful existence that, despite the company's religiously diverse workforce and location between separate Catholic and Protestant residential areas, had not been sullied by the great conflicts of Northern Ireland.

After the collapse of DMC, British politicians from both the Conservative and Labour parties were almost universally eager to distance themselves from the company and those who supported it.

This was not surprising given the outrage felt by most citizens of the U.K. (outside Northern Ireland) that their government had squandered taxpayers' millions after having assured the public that their money was in safe hands. However, it was not a simple matter of the Conservatives placing all blame on the Labourites, because financial support for the DeLorean project had also been given (admittedly reluctantly) by Margaret Thatcher's Conservative government. Therefore, British politicians were unable to reasonably hold members of the other political party wholly responsible for the DeLorean affair, though many tried.

The chairman of the Conservative Party's industry committee, Michael Grylls, claimed that the collapse of DMC was "...a devastating indictment of the incompetence by the ministers at the time" — he was, of course, referring to members of the Labour Party. Roy Mason later defended the decisions made by Labour by pointing out that: "no private enterprise would go into West Belfast, and there was 50 percent youth unemployment, 35 percent male unemployment, men with no hope and no future". Mason also stated in regard to the DeLorean project that he had "no regrets". Generally, however, British politicians focused much of their intense anger and resentment on the man himself: John DeLorean.

A report made by a multi-party parliamentary committee almost two years after the demise of DMC assigned blame to the governments of both James Callaghan and Margaret Thatcher in stating that the DeLorean project represented "one of the gravest cases of the misuse of public resources". This report concluded that: "...the prospect of creating large-scale employment in West Belfast proved so irresistible to the Department of Commerce as to diminish its sensitivity to the commercial risks involved" and that such prospects served to "impair its judgment".

The American response to these events was less passionate and more concerned with analyzing what had gone wrong and why.

Though there were Americans who had invested in DMC — Johnny Carson and Sammy Davis Jr. among them — the greatest losses by far had been suffered by the British government and therefore were not given tremendous importance. The story of John DeLorean's rise and fall, and that of his company, was often recounted by the American media as a cautionary tale of a dream gone bad. Besides the collapse of DMC, the other primary American focus was on John DeLorean's legal and financial troubles, which were set to unfold for many years after the last gull-winged "silver bullet" rolled off the production line in Belfast.

What then of the response in Northern Ireland? The arrest of John DeLorean for his alledged part in the drug conspiracy was met with genuine shock — as it had been in both England and the U.S. — but this news and the closure of the factory were followed by a sense of profound sadness and disbelief that hope for a more positive, prosperous and peaceful future seemed to be gone. John DeLorean was to have rescued Belfast men and women, especially Catholics, from the endless cycles of violence, joblessness and poverty that had plagued Northern Ireland's long history. Instead, he was in jail in the United States awaiting trial, and the state-of-the-art factory stood empty on the 72 acres that five years earlier had been an open field. John DeLorean's dream had been shared by 2,600 proud factory workers, and this dream was one from which these people did not want to wake. The Belfast News Letter effectively summed-up the prevailing Northern Irish perspective on the DeLorean project: "John DeLorean ... had a vision and his project was, in an ironic sense, an outstanding success. The DeLorean team built a factory, designed and developed a car and brought it to production inside a time scale which Porsche, Ford, and General Motors publicly derided as impossible. The DeLorean vision rose above local political tribalism and appealed directly to the people from both communities and traditions who then delivered the impossible. The fact that they were horribly deceived takes nothing away from their triumph".

Back From the Future, a documentary produced by Robert Lamrock (currently one of the most prominent and well known DeLorean fans in the U.K.) for Ulster Television in the early 1990s is very

THE FORMER EMPLOYEES SPEAK OF THE HIGH LEVEL OF WORKER DEDICATION WHICH THEY FEEL RESULTED IN PART FROM THE ENTHUSIASM OF THEIR HAVING THE OPPORTUNITY TO BE A PART OF A BRAND NEW BUSINESS THAT WAS STARTING "FROM THE GROUND UP"...

useful to our analysis of the Northern Irish perspectives on the DeLorean project in that it allows viewers to hear for themselves the recollections of former DMC employees. (The title *Back From the Future* was, obviously, inspired by the 1985 hit, time-travel movie *Back to the Future*, in which a 1981 DeLorean "stars" as the time machine.) Even after more than a decade, these former employees have nothing but glowing comments to offer about both DMC and John DeLorean himself. The former employees speak of the high level of worker dedication which they feel resulted in part from the enthusiasm of their having the opportunity to be a part of a brand new business that was starting "from the ground up" (video documentary: *Back From the Future*). We learn that: "There was an almost family atmosphere, a sense of unity and purpose among the well-integrated workforce which led to good working relationships" (video documentary: *Back From the Future*). An employee fondly remembers that John DeLorean "...created great facilities, and he paid great wages, and it was a fabulous place to work in" (video documentary: *Back From the Future*). Another says: "people had a very good job that they never thought they'd have" and, referring to the factory: "it was a very sad thing when it closed, there were tears everywhere — men included" (video documentary: *Back From the Future*). It is obvious that these Northern Irishmen and women do not regard the company as a failure and their personal contributions to it as valueless, but rather they view DMC as a sadly short-lived success.

Other former DMC employees remember their time with the company in similar terms.

A one-time quality superintendent at the factory said in 1995: "When people talk to me about the 'failure' of DeLorean I want to shake them by the throat!". He also notes that: "I regard my time at DeLorean as the highlight of my career — and I've worked for companies like British Telecom, Shorts and Rolls-Royce". Here again is a former DMC employee who rejects the popular notion that the DeLorean project was a failure. According to another: "...if John DeLorean opened up a factory again tomorrow, I'd be the first to go there and sign up".

The evidence clearly shows that perceptions of the

continued on page 30...

A Story of Success *continued from page 29*

DeLorean Motor Company and its untimely demise are fundamentally different in Northern Ireland than in England and the United States. The response in England to DMC's collapse was one of outrage at two successive governments that had spent a combined total of $177 million to bring 2,600 short-lived jobs to West Belfast. In the United States, the focus was largely on the personal "trials and tribulations" of John DeLorean himself: his arrest for his alleged role in the drug conspiracy and the shattered dream of the DeLorean Motor Company. In contrast to these perceptions of DMC, that in Northern Ireland was not about money or one man's mistakes, but was instead about decent, hard-working people who had strived for something better in their lives.

The accomplishments made by the integrated team of Catholic and Protestant employees deserve recognition and appreciation.

In just two years, Northern Irish construction firms transformed 72 acres of soggy cow pasture into a world class manufacturing facility. Within months of the factory's completion, workers were assembling dozens of stainless steel "dream machines" each day. One of the most important successes of DMC was that it provided its employees with a much-needed respite from the civil strife and religious conflicts that had rocked the province for centuries. The employees' common goal of making the company work was enough to almost completely transcend the terror and hatred that were the grim side effects of the "Troubles". Economically, the DeLorean project was a complete failure, but socially — by its giving people the confidence to know that they really were capable of accomplishing great things — it was a brilliant success. That success is how 2,600 Irishmen and women would like the world to remember the DeLorean Motor Company.

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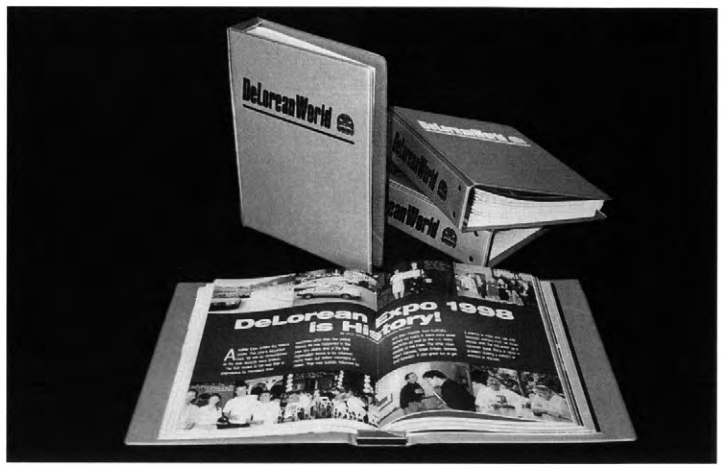

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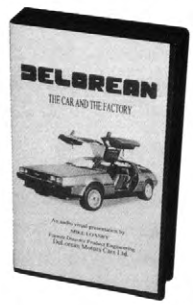

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WHO'S WHO

continued from page 8

Shot down, and discouraged, he returned to California. But, this time, the next job came within a week. He was hired by Fox Latin America where he quickly became Senior Editor staying with them over two years.

As fate would have it, not far from him in Sherman Oaks was a consignment dealership for exotic cars. One day when he was driving by, he noticed a DeLorean. "I'd always said to myself I didn't want an '81, with the gas flap. I didn't want an automatic. And I didn't want a black interior". Of course, the car was all of the above. To make things worse, it was in very bad shape.

When he told his friends he'd looked at it and decided against it, they wanted to know the price. "I don't know," he admitted. Well, they badgered him into, at least, finding out. The salesman told him it was $10,000 but it had been in storage for the last six years so it was a real buy.

At that price, he knew he could afford the car but he wanted to think about it. Mike worked the night shift then so he'd drive by the dealership around two each morning and stop and peer at it through the fence.

He kept thinking, "If I don't take this opportunity now, I'm going to regret it." So he bought it and limped it home. "It had no front brakes, the tires were halfway deflated and the rack-and-pinion was completely rusted out. My dream car felt terrible," he admitted.

Mike has spent over two years having it restored correctly. He said, "I really love the car. I'm dedicated to having all the work done right the first time."

Asked what he thought was in store for the DeLorean marque in the future, he replied, "I think it will become a real collectible but I'm concerned what the younger buyers are doing to it at the moment. There are so many who obsessed over it because of the movies but they did no research on it. Their parents bought a cheap one for them or they bought one themselves and it ran terribly. So they bad mouthed it and sold it for even less than they'd paid. I'm a young buyer but I'm not a foolish one."

Today, Mike is an Editor in the Sports Promo Department at UPN. His car is running great and incidentally, so is mine. What does my car have to do with this story? It's the same year and configuration as his. But in my case, it's exactly what I wanted.

WHY DID I BUY A DELOREAN

continued from page 9

The paint ended up having fine cracks all over and I noticed some missing exterior pieces and the interior looked like the owners had let their kids loose in it. I left disappointed but also excited that I had finally driven a Delorean, even though it was just on the roof of a small parking structure.

After my best friend, Joe and I had test driven some other Deloreans I worked out a deal for one that was in the second best condition of all I had looked at and with the second lowest price. Now to get it home. I wanted to drive my new car myself and not have someone else drive it. You should've seen me: I was a nervous wreck particularly after going over a couple of quite steep hills – yes, we do have some in LA.

In the meantime, I had talked a friend into teaching me how to drive a stick. Some lessons good, some not so good. I had also called some Delorean owners that were selling their cars to try to find out if there was a common problem or reason that they were selling them. Each person had different reasons. For example; one was bought for their daughter but she wasn't strong enough to handle it, another was being sold because they had a child now, yet another had been used at a motel where a different unique car was rented along with the room and this practice was being discontinued.

Also, as part of my research, I called the number in the ad for the Delorean Owners Association which I had seen in one of the major auto magazines. I had unknowingly called Board of Directors member, Dick Shipman down off of his roof to speak to me.

He was very friendly despite me having interrupted him. He could easily have told me to call back. Dick was one of the ones who sold me on the reliability of the Delorean when he told me that he and his wife had driven up to Canada and back without any problems.

I have had my Delorean for 11 years now and have used it as a daily driver ever since. My partner Christopher Tolleson and I also enjoy being in parades with it and taking it to car shows where we often place and have even won First Place. Our DeLorean is vin #3551 Oct. 1981. It has over 170,000 miles on it, including nonstop drives from Los Angeles to Portland, Oregon and back, Scottsdale, Arizona and back, and numerous trips to Las Vegas with no problems. You may also know our Delorean as "ILUZUN". It is a little bit of a celebrity as it has been featured on three Delorean World covers, the pre-paid telephone card and has even been photographed with Ginger Rogers (maybe something to do with finding it in Hollywood).

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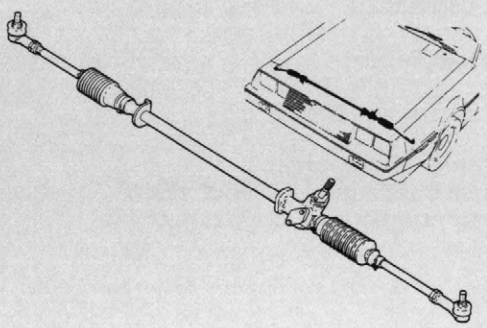

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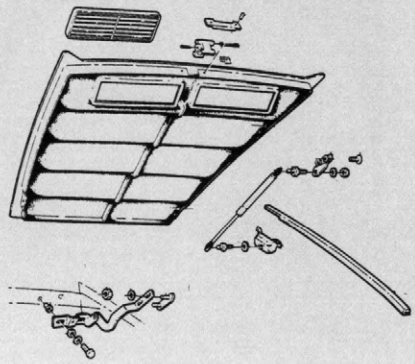

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The single column photo is an additional $50 and the double column photo is an additional $100 each time your ad runs.

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When you run a classified ad in DeLorean world, we will also run it on the "classified" page of our website.

Send typewritten copy, a clear photo and your membership number to :

James Hales, 2651 Altamira Dr., West Covina, CA 91792. For questions: Phone/Fax (626) 965-5190 or e-mail advertising@delorean-owners.org

DELOREANS FOR SALE

1981 DeLorean vin # 5104, 14,700 miles, started & driven regularly, grey interior, good condition, 5 speed, $20,000. (208) 743-1767, or bud@lewiston.com

1981 DeLorean Cosmetically nice enough to put in your living room and serve cocktails off its hood, but also mechanically sound enough to drive every day. 5-speed, 24,000 miles. Meticulously maintained at DeLorean One, California. Gray interior. E-mail me for extensive details & enthusiast's extras. Located Burbank, CA. $22,500. 818/563-4919. MackyCheez@aol.com

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1981 Delorean vin # 3677, Gray interior, 5-speed. One owner — Purchased new from DeLorean Cadillac. 15,700 miles. Excellent condition. Includes cover, many spare parts and extras. $22,500 Ohio (330) 877-6062

DeLorean 1982 – with rare 1981 hood and front license plate waiver. All original, with updates. 5 Spd., grey interior. Maintenance records, spare parts, manuals, garaged, (not stored), turn key, ready to go. Mint condition. $19,500. Brad Gislason – 360/378-4860.

1983 DeLorean vin scedt26t3ddo16459, 5 speed, gray leather, 22k miles, driven regularly. $14,900. Central Florida 352/753 8680 or art@hitter.net

1981 DeLorean vin #4222, gray , 5-speed. One owner, never damaged, always garaged, Arizona. 56k miles DeLorean One serviced, latest June 2000. $22,500. 480/595-9020

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1981 DeLorean 5000 miles, 5-speed, always garaged, mint condition $22,500. 402/436-3111

1981 DeLorean VIN: 5164, Manual 5 speed, Miles: 38,242, Interior color: Dark grey, Owned since: 1997, Located in: Toronto, Canada. Special Features: Very good condition, clean and from our knowledge still has all factory installed components. It has twin turbo which is a unique feature. Always garaged. A member of the DeLorean Qwners Association, and a technical manual is included. Price: $18,500US Phone 905-274-5774 or templtn@wave.home.com

1983 DeLorean, VIN # 16135. Original owner. 69k miles, 5 speed, gray interior W/ silver gray DMC Sheepskins, 165 MPH, Shop manuals, DMC car cover, sun screen for windshield, Tinted H.L. covers, Lowered F & R, Regular service & maintenance by D- One, $22,500.00 O.B.O. *** 805-964-6938

1981 DeLorean, Vin #2888, automatic, 49,000 miles, black interior, $15,000. La Mirada, Calif. 714-521-0865 or wads96@juno.com

1981 DeLorean. 8712 miles vin #5769, 5 speed, gray interior, always garaged. Needs left front fender (accident) also needs tune-up and electrical work. Must sell 15,000 OBO. 201-894-1685 (NY/ NJ area) - Gus or xiotaki@aol.com.

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Delorean Parts - Wheels motors, doors, quarter panels, axle shafts, fiberglass bodies and a lot more. Call 919 383-6187.

Deloreans in Europe — Maintenance, cars, and parts in Europe. Over 1000 parts in stock, low delivery cost-good prices. I pick up DeLoreans for repairing. For Sale: Different DeLoreans in stock. Phone/Fax: (0041)-52-376-3366 e-mail: http://www.wirz@delorean.ch

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CLASSIFIED and DISPLAY ADVERTISING DEADLINES

Volume 17, No. 4 ..... October 1, 2000
Volume 18, No. 1 ..... January 1, 2001

De Lorean Motor Company

PARTS

In 1997, De Lorean Motor Company (Houston) purchased the largest remaining inventory of De Lorean parts in the world, the former contents of the factory and U.S. Parts Warehouse. From this 40,000 square foot cache, we assist De Lorean owners all over the world in keeping their stainless steel dream machines on the road.

Our parts department is open Monday through Friday, from 8:30am to 5:30pm CST to assist you by telephone.

Our online store, located at ***http://www.delorean.com***, is available 24 hours a day, 365 days a year. You can search for and order parts, or just check prices for everything from parts and accessories to apparel and gift ideas.

SERVICE

We began working on De Loreans in 1982, when we were located in California and known as "Cars of Distinction". In the nearly twenty years that have passed, we have seen literally thousands of De Loreans and performed nearly every service imaginable.

While most owners wouldn't think of having us change their oil (though many owners near to us do), other mechanical areas, doors and windows, stainless repair, frame repair and/or replacement, electrical service - the kind of problems you may not want your local service center to attempt - are tasks we complete routinely.

Secured transportation of your De Lorean to our Texas facility is available, contact us for details.

RESTORATION

Because we have the largest inventory of new and original De Lorean parts in the world in our warehouse, complete and correct restorations are performed regularly at our Houston, Texas facility.

Whether you want your De Lorean restored to "concours correct" condition, or restored to a reliable, good-looking daily driver, we have the parts and the expertise to make either one a reality.

Many owners in the northern parts of the United States will drive or transport their De Loreans to us for the winter months rather than store it. We perform the service or restoration, and come spring time, they fly down and pick up their "new" De Lorean. Feel free to contact us for details.

SALES

De Lorean Motor Company offers completely refurbished DeLoreans, with a six month/six thousand mile warranty for $29,500. We contend there is no better value in pre-owned De Loreans - the multitude of used De Loreans on the market means buyers run a high risk of getting an unsafe vehicle thousands of dollars of repairs. Our refurbished De Loreans allow you to drive with confidence and peace of mind. Check our website or contact us for details.

PERFORMANCE

Since the De Lorean first was introduced, the universal complaint about has been that the performance failed to match the good looks. We have embarked on a program of increasing the performance without resorting to turbochargers, superchargers, or engine swaps. Reliable, economical performance increases on the order of 50% or more. Modifications to your good condition engine or one of our new "crate" engines are available. Contact us for details.

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DeLoreanWorld

DeLorean World, Volume 17, Number 3; Summer 2000

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MISSION STATEMENT FOR THE DELOREAN OWNERS ASSOCIATION

The mission of the DeLorean Owners Association is to support the DeLorean automobile. This support will take the form of continually striving to maintain an image of quality design and manufacture for the marque. This support will be conveyed in all printed and electronic media, by the Association's Directors, and at the events it conducts.

NOTICE!!!!

The Association is offering $100 to the author of a "DeLorean Getaways" article. A one year Association membership is offered for any other feature-length article that is published.

Please send all DeLorean World articles and photographs directly to the editor:

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Tujunga, CA 91043
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e-mail:
national66@national66.com

Text is preferred in Microsoft Word Mac format on a 3.5" disk.

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

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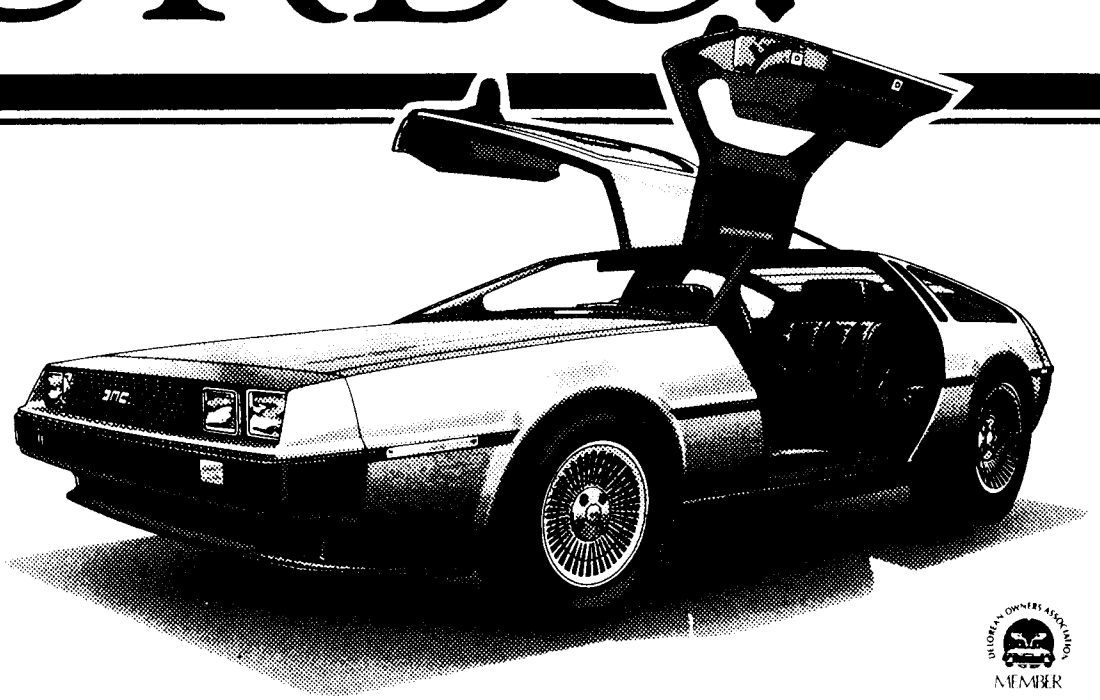

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